

NEWS OF THE WATERFRONT.

Captain Potter's Passenger Freak.

Belaying Pins Figure in Trouble Aboard Balclutha.

SEVERAL more vessels arrived in port yesterday. The American barkentine J. C. Pfeuger, Captain Potter, made port from San Francisco after a pleasant passage of fifteen days; the American bark Amalia, Captain Willer, arrived from the Sound after a voyage of twenty-two days, and the American schooner Vine, Captain Small, came in from Mollendo, Peru, with a cargo of nitrate, making the trip in sixty-six days. The schooner Helen A. Kimball, Captain Hansen, also entered port, coming from Kahului. She is bound for Fanning Island.

Captain Potter's New Charge.

Captain Potter, formerly of the American bark Alden Besse, brought the barkentine J. C. Pfeuger here from the Coast yesterday. He does not like his present charge as well as the Alden Besse. She cannot sail as well, he says. The Pfeuger was at first a full-rigged ship; then she was made over into a bark, and then, after a rough experience with the elements, and carrying away some of her yards, she was converted into a barkentine. Now, while she is a vessel of larger dimensions than the Alden Besse, she does not carry nearly as much canvas. Captain Potter says that it takes a gale to send her along. Very pleasant weather was experienced coming down from the Coast; not a single calm was met with. The Pfeuger is at present at the Railway wharf. On Thursday she expects to move to the Oceanic wharf, where she will probably remain a week, discharging her general cargo.

Lively Woman Passenger.

On the last voyage of the Alden Besse to the Coast from this port, Captain Potter, now master of the Pfeuger, had several passengers along with him.

Among them were a man and his wife. The woman made things pretty lively throughout the passage. She was continually having chills, but the captain doubts very much if they were genuine, as she demanded whisky every time. She and her husband found it very hard to get along together. She said he was a fish and ought to be thrown overboard. Then, after she had recovered from the chills and the whisky she would make it up with her husband, and they would behave like lovers for a while. She slapped her husband on the hand a few times, and went so far as to administer a sound slap on that gentleman's face, reiterating her statement that he was a fish. This was once after she had just recovered from the chills.

The greatest surprise came one day when she borrowed a pair of trousers from one of the "foremast hands and climbed to the top of the foremast and dared her husband to follow her. When she came on deck again she did a cake walk, much to the delight of the crew, and the embarrassment of the captain and the rest of the passengers.

This woman and her husband came down here on the City of Peking. They were here only a day or so, and then returned to the Coast on the Alden Besse, the man claiming that he had been robbed of a thousand dollars while here. Captain Potter is of the opinion that they were a couple of adventurers.

Trouble on the Balclutha.

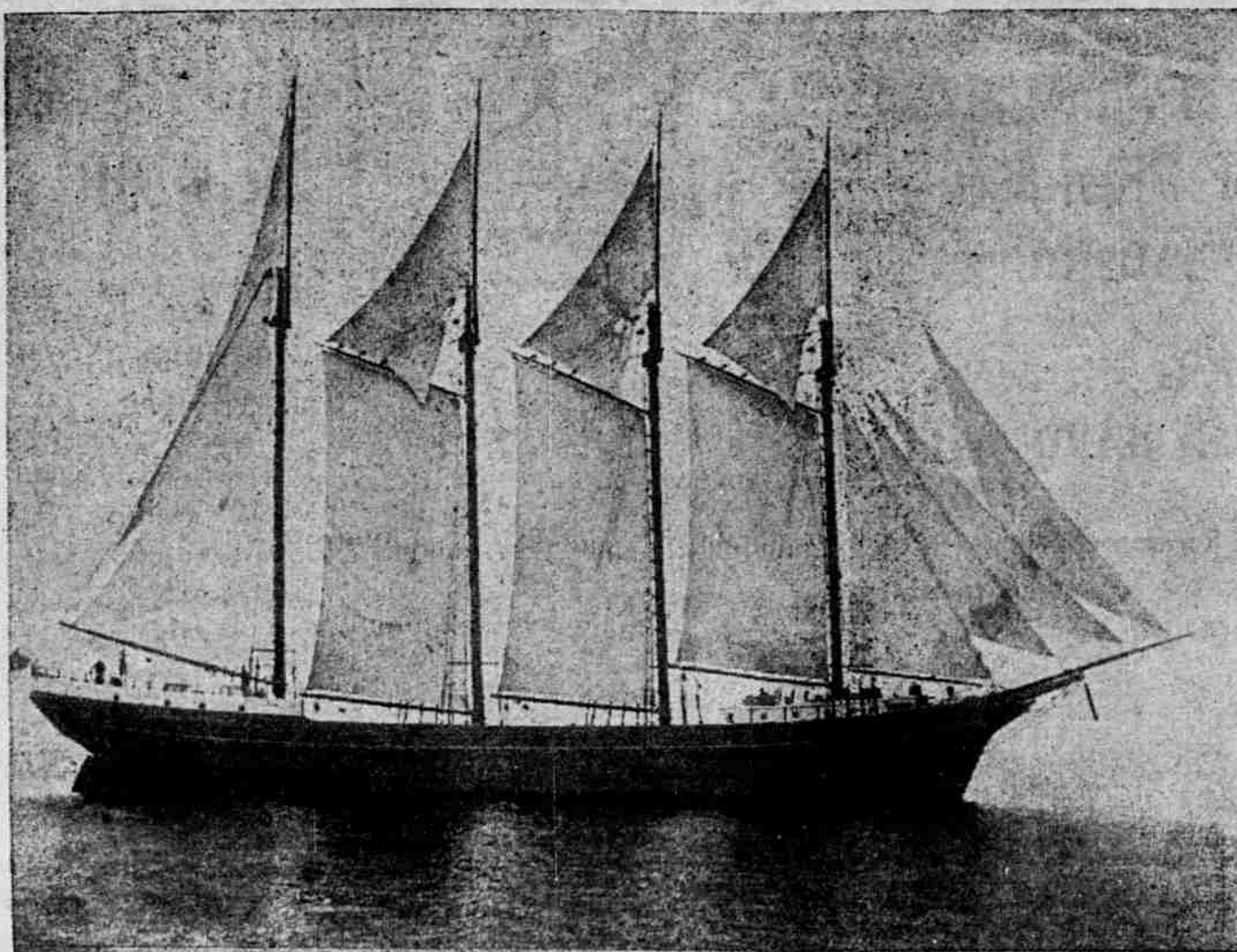
Deputy United States Marshal E. R. Hendry brought two men ashore yesterday from the American ship Balclutha, which arrived in port on Sunday from Newcastle. The men were the first and second mates, Hatfield and Johnson, and were placed under arrest on a warrant sworn to by Olaf Endien, the carpenter of the vessel, who alleges that the two mates assaulted him on Sunday morning while the vessel was about ten miles off port. The carpenter says that a belaying pin was used in the attack and shows a very badly cut head to support his story.

Later in the day the mates were released on \$1,000 bail each to appear before the United States District Court at 2 o'clock this afternoon.

It is said that the carpenter and the second mate were engaged in some altercation when the first mate interfered and all three were mixed up in a lively scuffle, the fight resulting in a cut and battered head for the carpenter. The carpenter does not seem to be certain as to which man struck him with the belaying pin; he knows that he was hit with that favorite marine weapon and that is all. The mates will have little or nothing to say in the matter except that the carpenter was altogether in the wrong. The carpenter declares that the mates were in the wrong.

Anything but friendly relations existed between the carpenter, "Chips," as he was familiarly called aboard ship, and the two officers during the voyage from the Colonies.

If the stories of the members of the crew of the Balclutha can be believed there is likely to be great trouble for the two mates in this port. The crew claims that the Balclutha was a regular "hell ship" coming up from Newcastle and that belaying pins flew around the decks like leaves in autumn. They say that they were brutally treated and that the



A VESSEL with more graceful lines than the American schooner John A. Campbell, Captain A. E. Smith, which arrived here on Sunday, after a voyage of thirty days from Port Blakeley, is seldom seen in this harbor. The Campbell was built at

carpenter came in for a share of the cruelty, too.

Aboard ship the carpenter is generally supposed to be on the side of the officers in case of any trouble with the crew. It seems, however, that the carpenter of the Balclutha, according to the stories of the men, sided with the crew to the extent of sympathizing with them in their affliction.

"We were driven like a lot of cattle," said one of the Balclutha's crew to a reporter yesterday. "The mates kept up working all of the time, and did everything they could to make our lives a burden. If we didn't jump lively enough to suit them they would tap us on the head with a belaying pin. We had some rough weather coming up and that did not add to our comfort. The two mates made up their minds when we left Australia that they would give us a taste of a 'hell ship' before we got here. Some of the fellows say that they will lay for the mates and do them up the first chance they get while they are here. The trouble is, however, that all the boys won't stand together; some of them have already deserted ship and I suppose that they will be away on other vessels before the week's out."

In the complaint of the men nothing is said against the captain of the ship; all the charges the men make are against the two mates. Some of the men witnessed the affair between the mates and the carpenter on Sunday morning. If they don't get out of town they may be able to throw some light on the affair.

The Winter Deckload.

"A very important change will be made in the law by the act which has just been passed by both branches of the Dominion Legislature, and the maritime provinces should materially benefit under the new condition," said a prominent shipping man to a representative of the Telegraph of St. John, N. B., on May 6.

"For many years vessels have been prohibited from carrying more than a limited deckload to the West Indies and other places except South America when sailing from Canada between the 1st of October and the 15th of March. The anomaly of the old law is at once apparent when it is considered that, under it, vessels could take full deckloads around Cape Horn to Chili, Peru, etc., and yet could only take three feet of deckload to ports in Africa, the voyage towards the equator being almost identical in each case.

"A lot of valuable information has been furnished to the department of marine this year by St. John parties, who have also given them the practical opinions of local ship-owners and ship-masters, as well as the opinions of Yarmouth, Windsor and other Nova Scotia shipping people. When the bill concerning the safety of ships came before the Senate a short time ago the matter was again taken up vigorously by Hon. Senator Wood and others and with the satisfactory result that the marine department consented to amend the bill by providing that the three-foot deckload from Canada in the winter season should apply on when the vessels are bound either to the United Kingdom of Great Britain and Ireland or to the continent of Europe north of Cape Finisterre in Spain, and not being a port or place within the Mediterranean Sea.

"Vessels will, therefore, now be able to carry deckloads all the year round to Portugal, the Mediterranean, Africa, Australia, the West Indies or North and South America, etc., which places Canada in about the same position as the United States. This should materially assist in developing trade from the maritime provinces in the winter season, and no doubt it will be especially valuable in assisting to work up business with South Africa, which should prove a fine market for New Brunswick and Nova Scotia spruce."

Will See Coast Harbors.

Congressman Julius Kahn, now in San Francisco, has received advices from Washington that lead him to think that nearly all the members of the Congressional Committee on Rivers and Harbors will come to California this month. He said that before he left the East for home he had a talk with Congressman Burton, who is the chairman of the House committee, concerning the journey of the committee members, and he thinks it probable that their visit to California may have a very beneficial effect. California had large interests represented in the provisions of the river and harbor bill as it was reported from the committee at the last session. Among the items was one of \$612,000 for the improvement of Oakland harbor. The San Joaquin and Sacramento rivers were to be benefited by the expenditure of sums aggregating \$250,000. There is also a recommendation for the disbursement of \$216,000 unexpended money for the

work on Shag rock and Arch rock to secure a depth of thirty-four feet of water over them. Redwood and Petaluma creeks also are in the line of improvement. Altogether the betterment of California rivers and harbors is about \$1,500,000.

"The purpose of the coming of the Rivers and Harbors Committee," said Congressman Kahn, "is to gain personal knowledge of the waterways, and to find out what is needed, that means may be provided to give what relief can be afforded. I assume that a majority of the committee will come to the Coast. From Congressman Burton I have learned that he has tried to enlist the interest of all the members of the committee. The matter is of importance. I will accompany the committee, if it desires, when it arrives, and help it get all the knowledge that it needs of the various localities where improvements may be made, and also of waterways generally."

Warspite at Esquimalt.

H. M. S. Warspite is back in Esquimalt harbor with the pinnaces, jolly boats, launches and barges flitting between her and the shore, having arrived there recently from her southern cruise. She left on March 24, and proceeded to Honolulu, where she coaled with Australian coal, and to quote one of the engineers, "awful stuff 'twas, too." Nine days were spent at the Pacific Paradise, and then the flagship proceeded to Acapulco, and from there to San Jose de Guatemala. Things were quiet at both Acapulco and Guatemala, not even a revolution disturbing the monotony, for it was the off-season for revolutionists. All were busy getting in the coffee crop, and as the treasury will not be full until the plantations have made their returns, what is the use of a revolution, anyhow? Leave was given at the Guatemalan port, and a number of officers and men went up over the railway line to the capital. On the trip north a call was made at Acapulco, where the Warspite expected to meet the Condor, but the sloop-of-war did not land there. From Acapulco the flagship proceeded via Magdalena Bay, where torpedo practice was held, to San Diego. At the lower Californian port a celebration was held in honor of Admiral Bickford's visit, the principal features of which were a regatta, illumination of the city and a ball to the officers of the flagship. Fog was encountered off the southern coast, but the warship arrived a day in advance of her program, notwithstanding. A number of parrots and turkeys were taken from Southern America, but sad to say, the mortality was great among the parrots, owing to the change of climate.

In Hands of New Owners.

Captain Wilmsen of the German ship Otto Gildermeister, which arrived at San Francisco on March 12th, very badly damaged, turned over the vessel on May 23d to Captain Ellis of Portland, who, with other shipping men, bought the ship at auction recently for \$20,000. Captain Wilmsen will proceed to Germany immediately. The battleship will be repaired at San Francisco, if the machinists' strike does not interfere, and the new owners have hopes of securing an American register for the vessel. She will be known as the Golden Gate.

Ship Nomenclature.

In a late pamphlet issued by the Treasury Department advice was given to all custom officers to use their influence to prevent the giving of more than one name, or of long and unpronounceable names to vessels. A great deal of difficulty is experienced with vessels of more than one name, as usually only one of the names is used, but different parties will use different names, some using the first and others the last of the names. Trouble is also experienced in looking up a ship by the index. There is no law regulating the name which may be given to any vessel. The department trusts that this advice may moderate the inconvenience complained of.

Naval Notes.

Capt. Yates Stirling, commandant of the naval station at San Juan, Porto Rico, was reported in the press despatches describing the wharf fire there on April 30 as having rescued Mr. Butler, a shipping agent whose retreat had been cut off by the flames, which compelled him to jump overboard. The fire was much like the one that destroyed the North German Lloyd piers in New York a year ago. Marines and soldiers did valiant service as fire fighters and several were more or less burned. The U. S. quartermaster's wharf was secured

for the landing of steamers. The money loss was \$300,000.

The Navy Department has announced the itinerary of the summer cruise of the battleship Indiana. The vessel, as has been published, will serve this summer as a training ship for the Naval Cadets. Her repairs at League Island were completed May 8, and she sailed on that day for Annapolis where she will take on board 137 cadets. The sailing ship Chesapeake will take the remainder of the class. From Annapolis the Indiana will proceed to Hampton Roads, and the cadets will be given an opportunity to visit the shipbuilding works at Newport News. After leaving Hampton Roads the Indiana will go to New York for the purpose of allowing the cadets to go through the Navy Yard there. In Gardiner's bay the cadets will be given a week's practice in target instruction. The Indiana will then cruise to Newport and Orient Point, where she will meet the Chesapeake and exchange cadets. The battleship will then proceed to Portland, Maine, thence to Halifax and then to New London to stay several days, thence she will go to Gardiner's Bay, Newport News and Annapolis.

A clever woman can gauge a man's personality in an hour or two, and can fool him as to hers in twenty minutes.

Steam Plow Ropes

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(Signed) W. J. LOWRIE, Manager.

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